



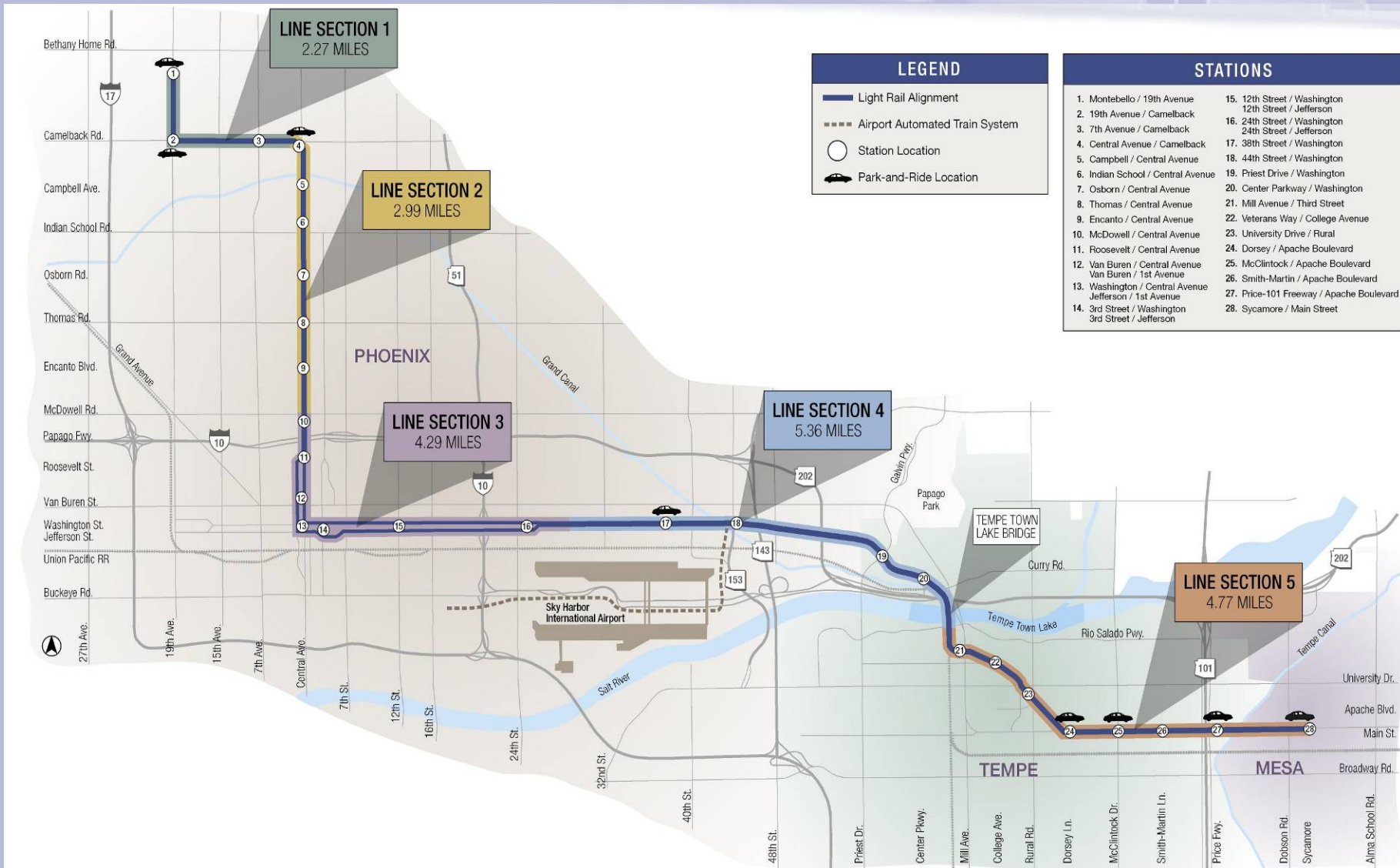
Light Rail Update

Wulf Grote
Director, Project Development

July 16, 2008



20 Mile Alignment





Construction Status

- Construction: 90% complete
- Track in place: 100%





Light Rail Vehicle Update

- 50 of 50 vehicles have arrived in Phoenix
- Final assembly at the OMC by Kinkisharyo





Operations

- Trip frequency: 6 am to 7 pm – 10 mins
- Other weekday hours – 20 mins
- Service hours: 4:45 am - 12:00 am
- Travels at posted speed limits





Fares

Fare type	Cost
1 ride	\$1.25
All day	\$2.50
3-day pass	\$7.50
7-day pass	\$17.50
31-day pass	\$45



- Youth - Senior - Disabled
Discount of roughly 50%

Bus and rail fares are the same price and same pass. The only exceptions are express and rapid buses, which cost a little more.

A rail-bus pass can be upgraded to express or Rapid by paying the difference.



Ticket Vending Machines

Passes are good for
rail and local bus

- Two machines at station entrance ramps
- Buy at Valley Metro outlets (Fry's, libraries, Web)
- Cash or credit card
- Pass must be validated before boarding
- Random fare inspection





Stations

- 28 stations; all but 5 are in center of street
- Louvers, tensile fabric & landscaping maximize shade





Summer 2008

- Line Sections 2 & 3 construction completed
- Testing moves into downtown Phoenix and east into Tempe and Mesa
- METRO operator training begins





Public Safety Campaign



- Commercial advertisements like this can be seen on TV and in local newspapers.
- Public and private-sector partners help us distribute information: print, email, newsletters and employee notices.



Fall 2008

- Construction completed
- Automatic Fare Collection system ready for operations
- Safety certification process completed
- Pre-revenue testing continues





Winter 2008

Grand Opening Weekend:

December 27 – 28, 2008

- Free rides
- Station celebrations
- Food & entertainment

Beginning of Passenger Service:

December 29, 2008

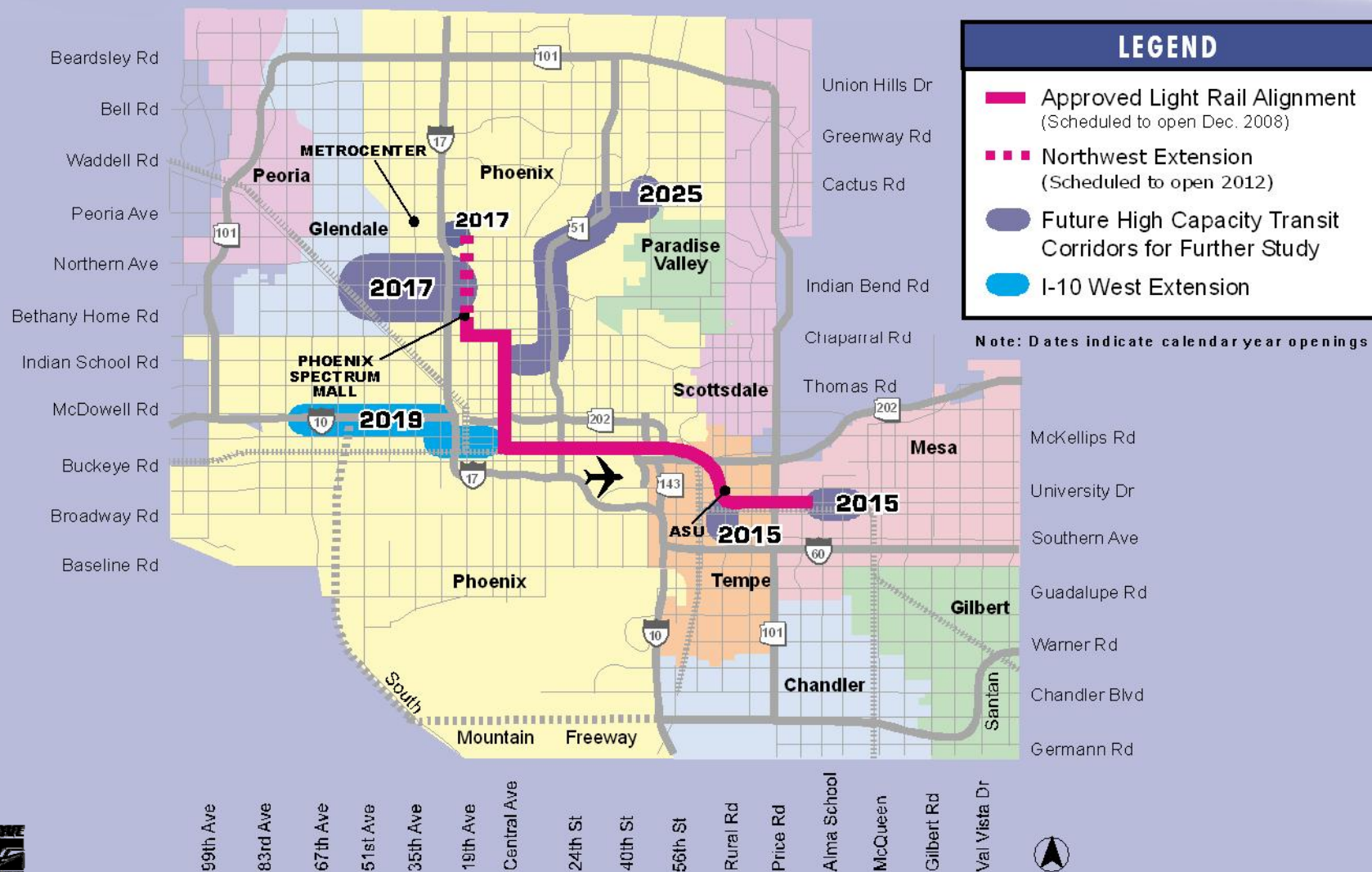




I-10 West Alternatives Analysis



High Capacity/LRT System I-10 West





I-10 Corridor Characteristics

- Travel demand increase
 - 250,000 to 550,000 people/day
- Added highway lanes
 - 2012 completion
- Travel time increase by 35%
- Frequent crashes add delay
- High Capacity Transit:
 - Faster travel time than auto
 - Predictable travel time





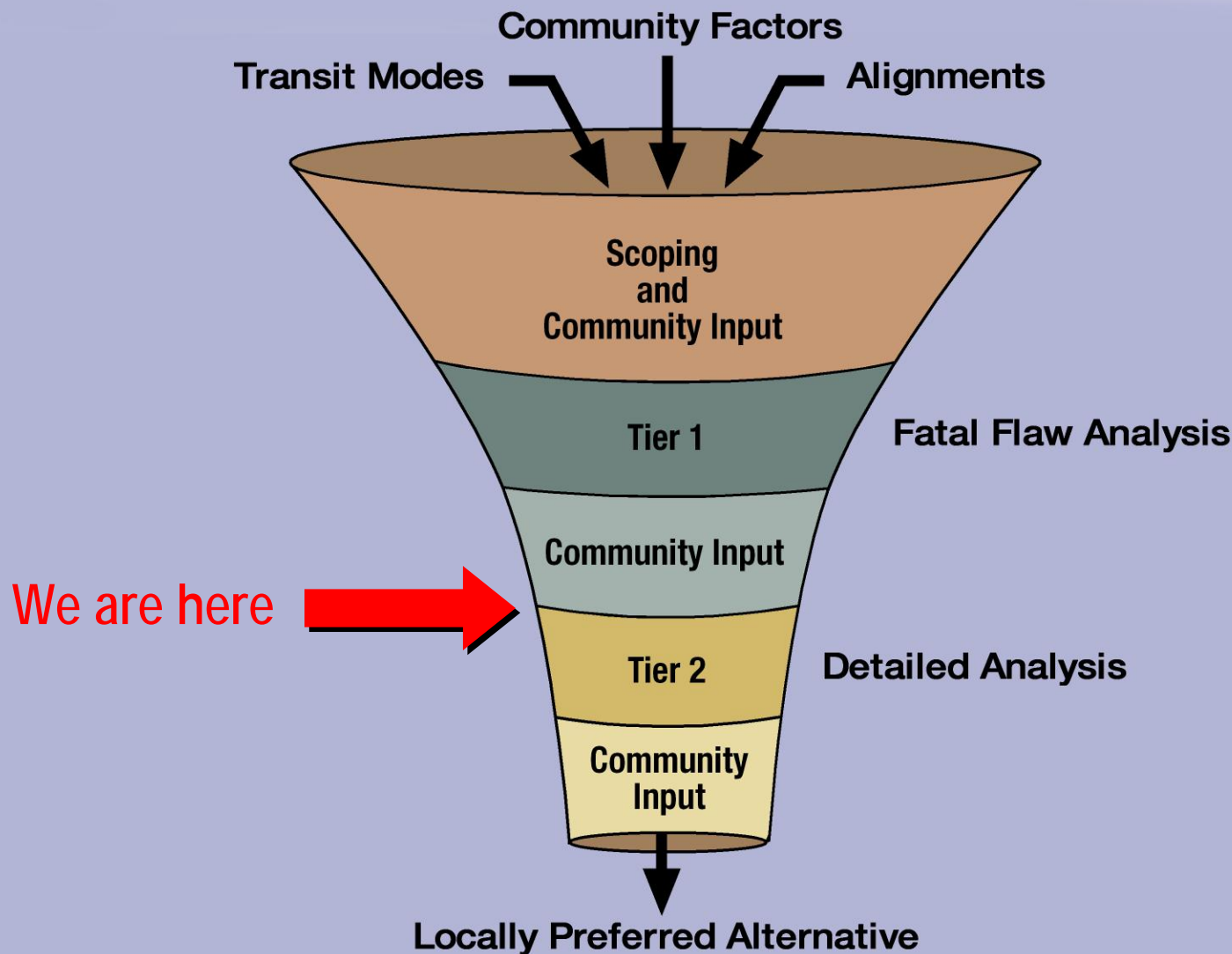
Mass Transit Median in I-10

- 50' median for future mass transit preserved as part of I-10 completion (91st Ave to Buckeye Rd)
 - Identified in Environmental Impact Statement – 1978
 - Transit technology to be defined in the future
- 2006 METRO study confirmed median transit location



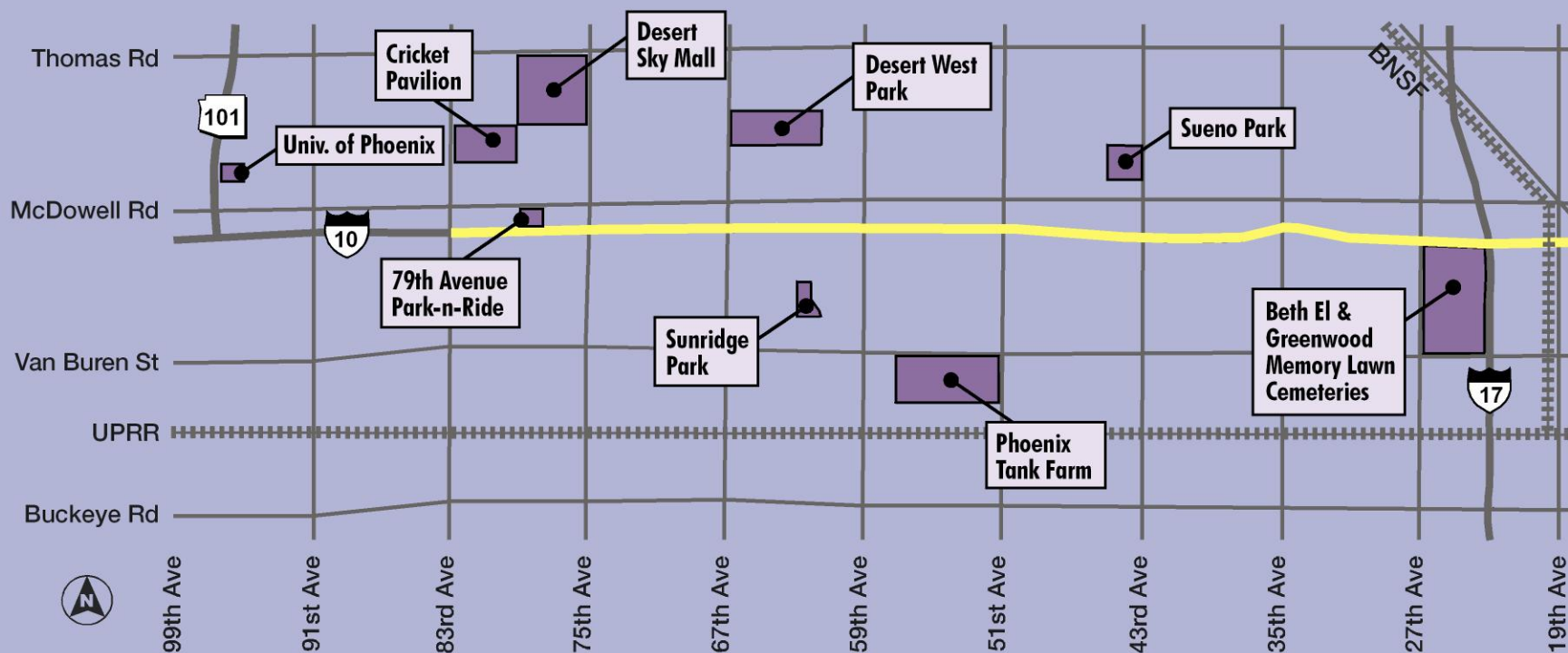


Alternatives Analysis






Tier 2 Mainline Alternative



LEGEND

 I-10 Mainline Section

 Activity Center

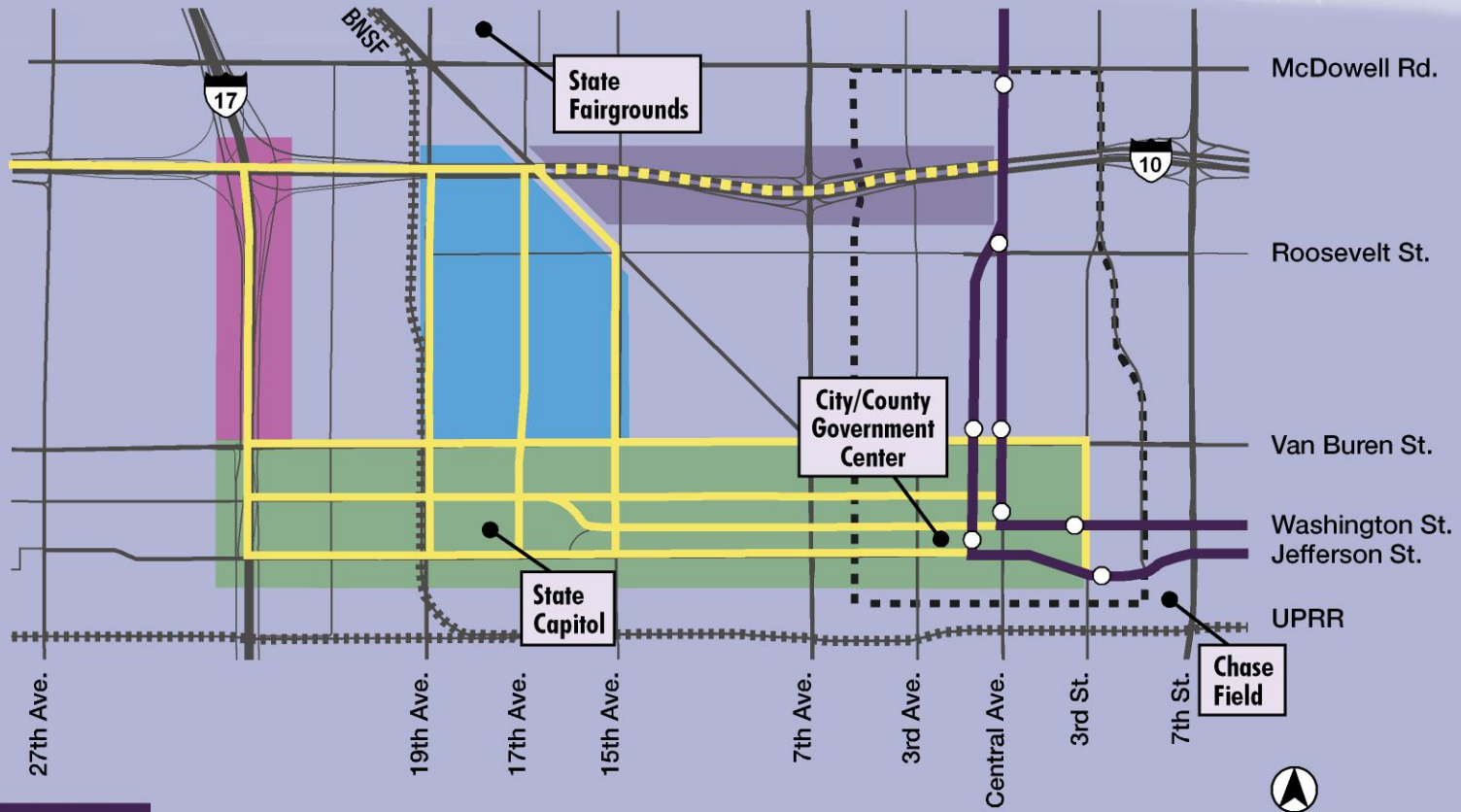


Why I-10 Alignment West of I-17?

- Consistent with original I-10 Environmental Impact Statement
- Consistent with MAG Regional Transportation Plan approved by voters in 2004
- Best addresses need for improved mobility
- Freeway alignment advantages:
 - Provides best speed, capacity and reliability
 - Minimizes ROW acquisition, street construction, utility relocation



Tier 2 Downtown Route Options



LEGEND

I-17 Connection

North-South Route Options

East-West Route Options

Hance Park Station Connection

Alternative Routes

Light Rail Transit and
Bus Rapid Transit

Only Bus Rapid Transit

Downtown Core Area

Light Rail Starter Line

Light Rail Station



Technologies Under Consideration

- Possible Modes:
 - Light Rail
 - Bus Rapid Transit
 - Local/Express Bus (Baseline)



LRT



BRT

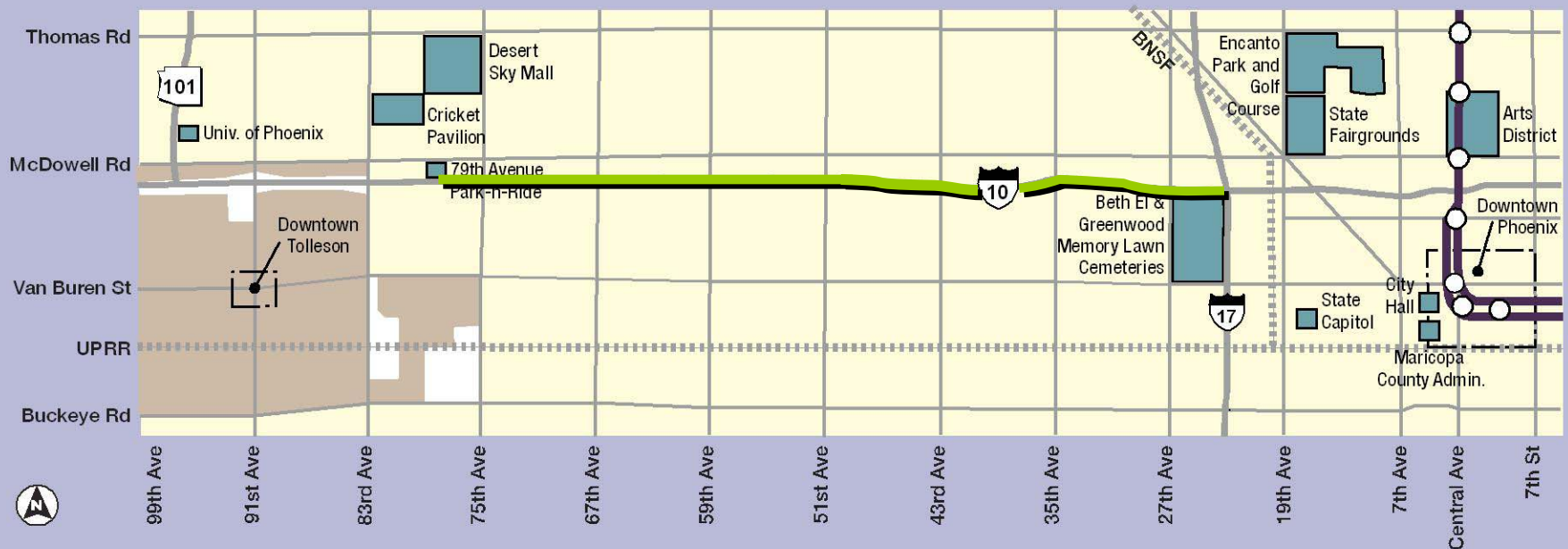


Local Bus



I-10 West Alignment Recommendation

- Early decision needed to maximize coordination with ADOT's I-10 widening.
- Support the action to adopt the I-10 Freeway Right-of-Way, west of I-17 for high capacity transit improvements.





METRO